

seattle bicycle master plan ● ● ●

Freight Advisory Board Meeting November, 20 2012



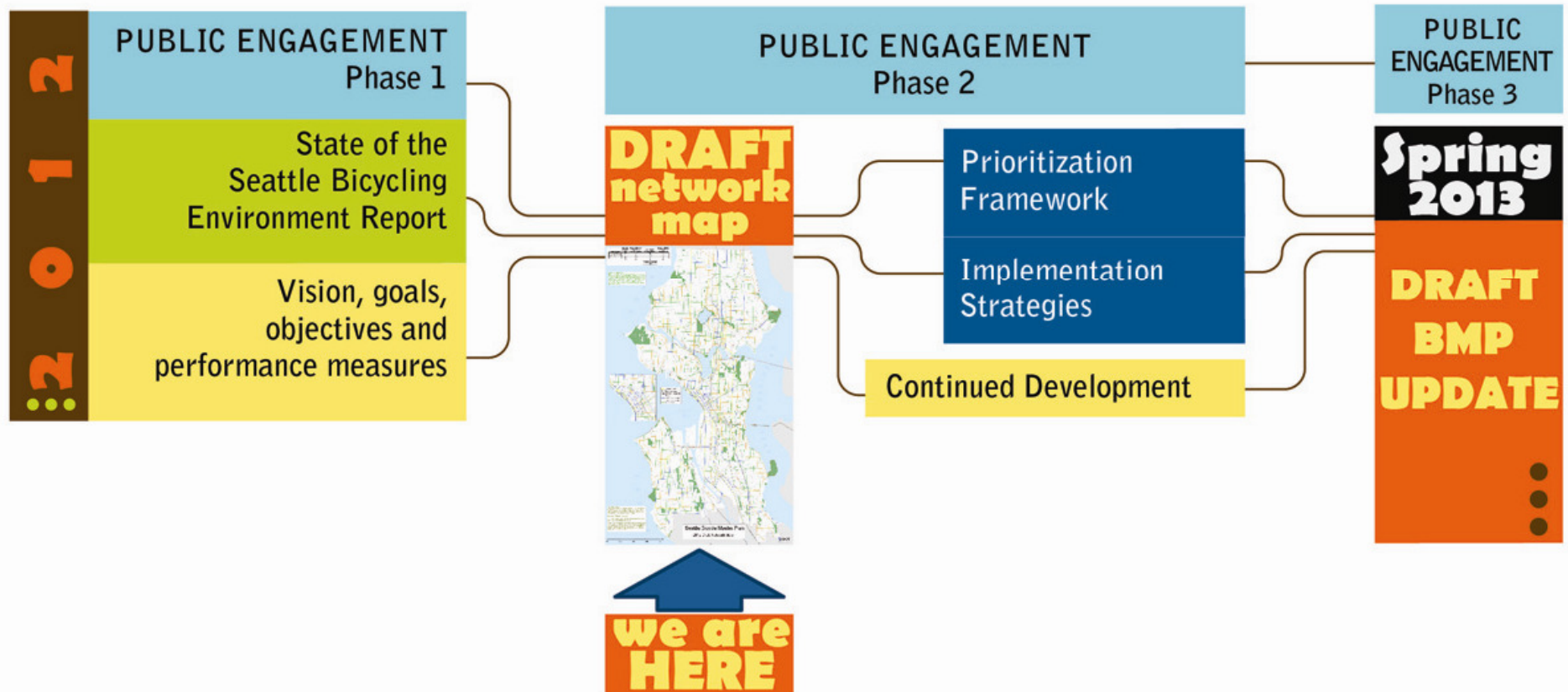
AGENDA



- BMP update roadmap
- What we've been hearing
- Proposed policy framework
- Draft programs
- Draft network map development
- Next steps



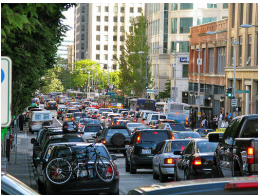
BMP Update Roadmap



What We've Been Hearing

Summary of public comments to date:

- Safety
- Facilities
 - Concerns about some existing facilities
 - Future: design for all ages and abilities
- Maintenance
- Education and enforcement
 - Understanding the rules of the road for all users
- Non-infrastructure challenges
 - Weather and hills



Proposed Policy Framework

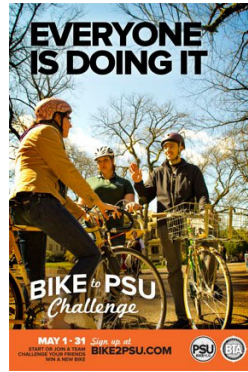
- Proposed vision statement (desired end state):

Riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities.

- Proposed goals (desired outcomes):
 - Ridership—Increase ridership for all trips
 - Safety—Increase safety
 - Connectivity—Connect people to places they want to go
 - Equity—Provide equal cycling access for all
 - Livability—Build vibrant and healthy communities



Draft programmatic categories



Programs to help achieve the goals: ridership, safety, connectivity, equity, livability



Draft Network Map Development

Purpose: to update the bicycle network map in a manner that is consistent with updated plan vision, goals and objectives

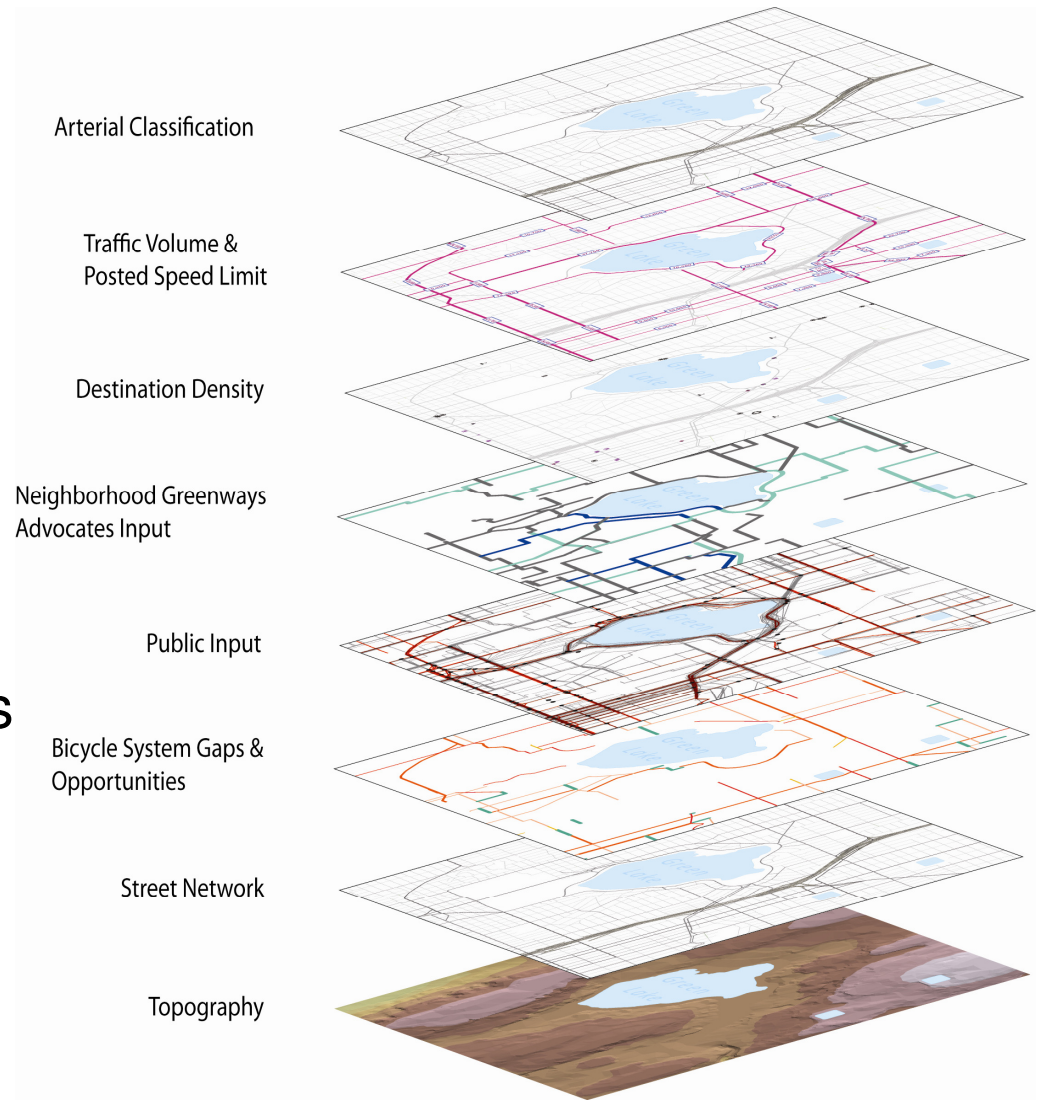
- Principles:
 - Consider land use (destinations and demand rankings)
 - Emphasize network connectivity
 - Improve conditions for bicyclists of all ages and abilities



Draft Network Map Development

Network map update approach

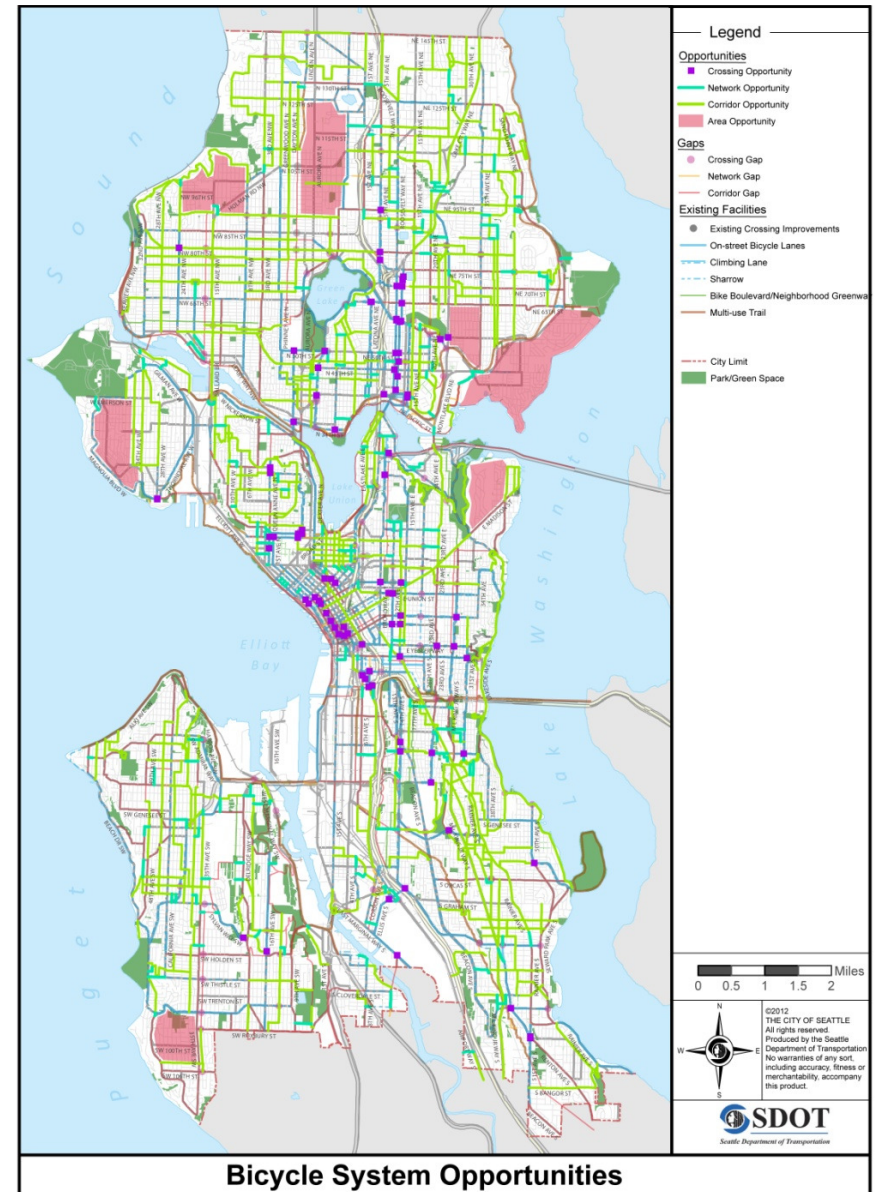
- Step 1:
 - Data and inputs:
 - 2007 BMP recommendations
 - Gap analysis
 - Identified opportunities
 - Demand/land use destinations
 - Topography
 - Public input
 - Policy framework



Draft Network Map Development

Network map update approach

- Step 2:
 - Developed a draft network representing the ‘universe of possibilities’ based on step 1
 - Have a bicycle facility within a quarter-mile of every household



Draft Network Map Development



Network map update approach

- Step 3:
 - Recommend facility types
 - Update facility types:
 - Condense the legend in updated network plan map (current legend is very complex and too directive)
 - Include of neighborhood greenways
 - Include in-street, minor and major separation designations
 - Proposing a tiered facility approach
 - Encourages facilities that will work for bicycle riders of all ages and abilities
 - Allows for some design flexibility based on local conditions and changes to design standards



Draft Bicycle Facility Toolkit

- Enhanced street – neighborhood greenways



- In street, minor separation – bike lanes and buffered bike lanes



- In street, major separation – cycle tracks



Draft Network Map Development

Preliminary Draft Bicycle Facility Designation Criteria

Generalized Bicycle Facility Designation	Detailed Bicycle Facility Designation	Speed Limit (mph)	ADT (vehicles per day)	Street Classification
Enhanced street	Neighborhood Greenway	25 or less	1,500 or less	Non-arterial
	Shared lane pavement marking	25	To be used due to ROW constraints or downhill	Non-arterial and Collector/minor arterials
In street, minor separation	Bicycle lane	25-30	8,000 or less	Collector arterials
	Buffered bicycle lane	25-30	15,000 or less	Collector/minor arterials
In street, major separation	Cycle track (raised or with barrier)	30 and greater	15,000 and above	Minor/principal arterials
Off-street	Multi-use trail	N/A	N/A	N/A



Draft Network Map Development



Multi-Modal Corridors — (highlighted in yellow)

The map designates some areas as multi-modal corridors, based on:

- Priority transit corridors identified in the City's Transit Master Plan (TMP)
- **Major Truck Streets (key freight routes)**
- Will require more analysis about potential to build a bicycle facility on that street or a parallel street

Part of the scope of work will include more analysis of these corridors



Draft Network Map Development



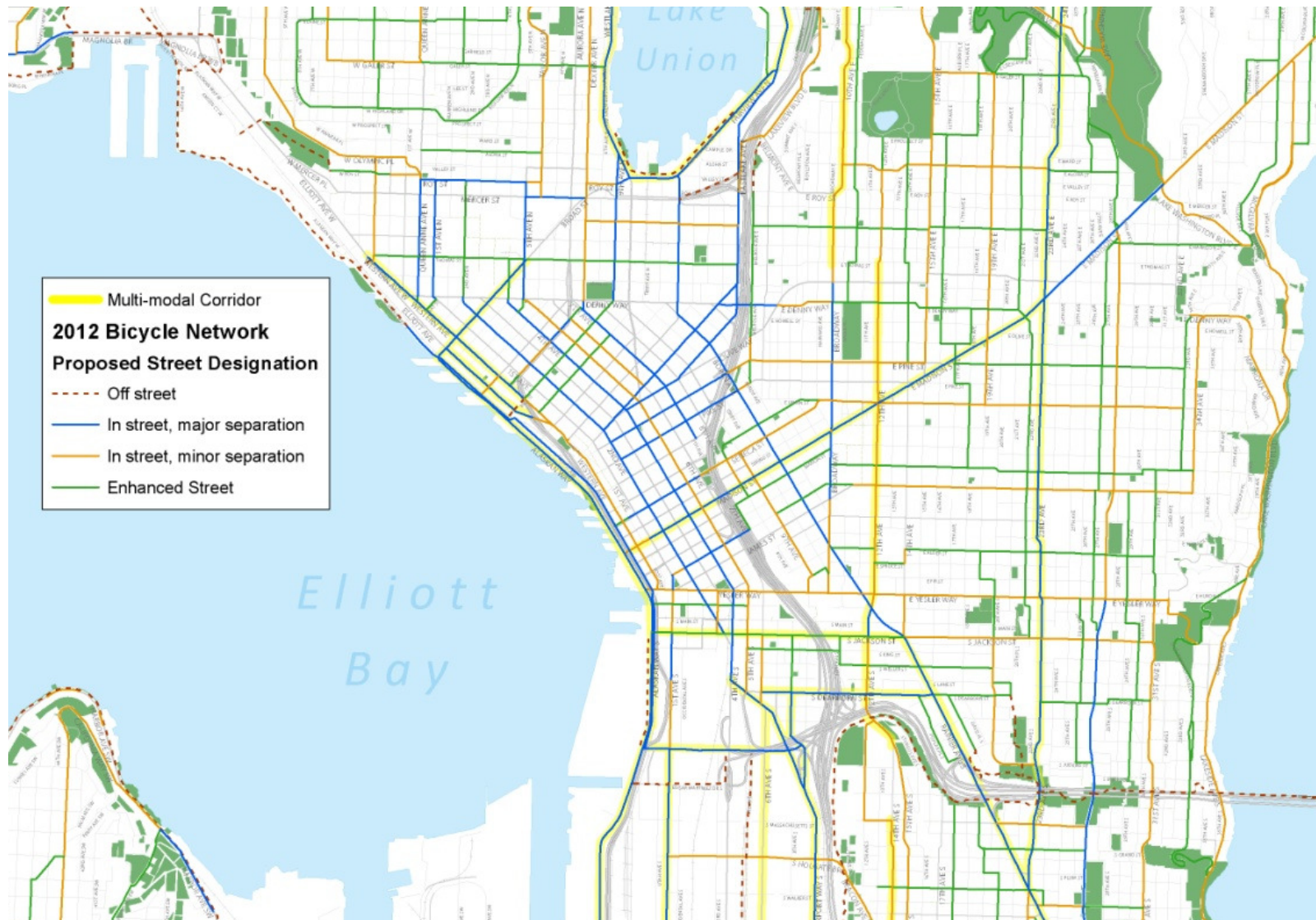
Major Truck Streets — (highlighted in yellow)

Need to consider several issues:

- Is there a good parallel corridor alternative?
 - Could be another parallel arterial, off-street facility, or neighborhood greenway
- Is it an important connection?
 - In some parts of the City the street network is less dense than in others
- Facility type—need to provide clear separation between bicycle and other modes



Draft Network Map Development



Key Questions on Draft Network Map



1. Are there streets that are missing a bicycle facility that should have one **ADDED** and why?
2. Are there any proposed streets that do have a proposed bicycle facility that should be **REMOVED** and why?
3. Does the proposed facility designation criteria make sense?
4. *Are there any concerns about the multi-modal corridor approach and the potential trade-offs that could arise?*



BMP Update Next Steps

- The comment period on the draft map and other draft materials is open until Monday, December 17.
- Draft network map will be revised based on public comments
 - Will be more work on design toolkit, crossing issues, and multi-modal corridors
- Find the draft materials here:
http://www.seattle.gov/transportation/bikemaster_materials.htm
- Project email address: bmpupdate@seattle.gov

